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| | | | | | |
|-----------------------|----------|------------------|--------------|-------|-------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET | SHEET NO. 8 |
| S. B. L. | * | MADISON | 149 | 75 | 45 SHEETS |
| F. A. P. 310 | | | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

Contract #76634
* 60-15VB-1 & 2

BASELINE & PROFILE GRADE RAMP D

| Location | ☉ FAP 310 | | ☉ Ramp D | | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|-----------|--------|------------------------------|--|
| | Station | Offset | Station | Offset | | |
| Bk. E. Abut. | 39+119.716 | -28.208 | 0+078.075 | 0.000 | 199.417 | 199.417 |
| ☉ Brg. E. Abut. | 39+120.687 | -28.040 | 0+077.055 | 0.000 | 199.411 | 199.411 |
| A | 39+123.582 | -27.546 | 0+074.017 | 0.000 | 199.390 | 199.396 |
| B | 39+126.484 | -27.063 | 0+070.975 | 0.000 | 199.366 | 199.375 |
| C | 39+129.392 | -26.590 | 0+067.930 | 0.000 | 199.338 | 199.347 |
| D | 39+132.307 | -26.128 | 0+064.881 | 0.000 | 199.306 | 199.311 |
| E | 39+135.231 | -25.677 | 0+061.827 | 0.000 | 199.270 | 199.272 |
| ☉ Brg. Pier #1 | 39+138.796 | -25.143 | 0+058.107 | 0.000 | 199.222 | 199.222 |
| F | 39+141.723 | -24.717 | 0+055.057 | 0.000 | 199.178 | 199.183 |
| G | 39+144.659 | -24.302 | 0+052.000 | 0.000 | 199.130 | 199.143 |
| H | 39+147.604 | -23.897 | 0+048.938 | 0.000 | 199.079 | 199.097 |
| I | 39+150.559 | -23.503 | 0+045.867 | 0.000 | 199.027 | 199.049 |
| J | 39+153.526 | -23.120 | 0+042.787 | 0.000 | 198.971 | 198.991 |
| K | 39+156.508 | -22.746 | 0+039.696 | 0.000 | 198.914 | 198.928 |
| L | 39+159.505 | -22.383 | 0+036.590 | 0.000 | 198.856 | 198.862 |
| ☉ Brg. Pier #2 | 39+163.532 | -21.914 | 0+032.422 | 0.000 | 198.778 | 198.778 |
| M | 39+166.521 | -21.580 | 0+029.332 | 0.000 | 198.720 | 198.721 |
| N | 39+169.528 | -21.257 | 0+026.225 | 0.000 | 198.661 | 198.667 |
| O | 39+172.561 | -20.942 | 0+023.094 | 0.000 | 198.601 | 198.610 |
| P | 39+175.630 | -20.637 | 0+019.929 | 0.000 | 198.540 | 198.549 |
| Q | 39+178.751 | -20.339 | 0+016.712 | 0.000 | 198.478 | 198.485 |
| ☉ Brg. W. Abut. | 39+181.895 | -20.053 | 0+013.474 | 0.000 | 198.414 | 198.414 |
| Bk. W. Abut. | 39+182.886 | -19.965 | 0+012.454 | 0.000 | 198.394 | 198.394 |

GIRDER #1

| Location | ☉ FAP 310 | | ☉ Ramp D | | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|-----------|--------|------------------------------|--|
| | Station | Offset | Station | Offset | | |
| Bk. E. Abut. | 39+119.073 | -30.348 | 0+079.089 | 2.000 | 199.465 | 199.465 |
| ☉ Brg. E. Abut. | 39+120.041 | -30.179 | 0+078.069 | 2.000 | 199.460 | 199.460 |
| A | 39+122.892 | -29.689 | 0+075.069 | 2.000 | 199.445 | 199.451 |
| B | 39+125.745 | -29.210 | 0+072.069 | 2.000 | 199.426 | 199.436 |
| C | 39+128.602 | -28.741 | 0+069.069 | 2.000 | 199.403 | 199.413 |
| D | 39+131.463 | -28.284 | 0+066.069 | 2.000 | 199.377 | 199.384 |
| E | 39+134.326 | -27.837 | 0+063.069 | 2.000 | 199.347 | 199.351 |
| ☉ Brg. Pier #1 | 39+138.100 | -27.266 | 0+059.121 | 2.000 | 199.302 | 199.302 |
| F | 39+140.970 | -26.845 | 0+056.121 | 2.000 | 199.264 | 199.269 |
| G | 39+143.844 | -26.434 | 0+053.121 | 2.000 | 199.223 | 199.237 |
| H | 39+146.721 | -26.035 | 0+050.121 | 2.000 | 199.177 | 199.198 |
| I | 39+149.600 | -25.646 | 0+047.121 | 2.000 | 199.129 | 199.153 |
| J | 39+152.482 | -25.269 | 0+044.121 | 2.000 | 199.075 | 199.099 |
| K | 39+155.367 | -24.902 | 0+041.121 | 2.000 | 199.020 | 199.040 |
| L | 39+158.254 | -24.547 | 0+038.121 | 2.000 | 198.965 | 198.977 |
| LJ | 39+161.144 | -24.202 | 0+035.121 | 2.000 | 198.909 | 198.913 |
| ☉ Brg. Pier #2 | 39+162.768 | -24.014 | 0+033.435 | 2.000 | 198.877 | 198.877 |
| M | 39+165.662 | -23.686 | 0+030.435 | 2.000 | 198.821 | 198.821 |
| N | 39+168.558 | -23.370 | 0+027.435 | 2.000 | 198.764 | 198.764 |
| O | 39+171.456 | -23.065 | 0+024.435 | 2.000 | 198.707 | 198.709 |
| P | 39+174.356 | -22.771 | 0+021.435 | 2.000 | 198.649 | 198.653 |
| Q | 39+177.259 | -22.488 | 0+018.435 | 2.000 | 198.591 | 198.595 |
| ☉ Brg. W. Abut. | 39+181.082 | -22.133 | 0+014.487 | 2.000 | 198.514 | 198.514 |
| Bk. W. Abut. | 39+182.070 | -22.044 | 0+013.467 | 2.000 | 198.494 | 198.494 |

GIRDER #2

| Location | ☉ FAP 310 | | ☉ Ramp D | | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|-----------|--------|------------------------------|--|
| | Station | Offset | Station | Offset | | |
| Bk. E. Abut. | 39+119.805 | -27.915 | 0+077.937 | -0.274 | 199.410 | 199.410 |
| ☉ Brg. E. Abut. | 39+120.767 | -27.777 | 0+076.931 | -0.246 | 199.404 | 199.404 |
| A | 39+123.638 | -27.373 | 0+073.932 | -0.161 | 199.385 | 199.391 |
| B | 39+126.512 | -26.980 | 0+070.933 | -0.077 | 199.363 | 199.372 |
| C | 39+129.389 | -26.598 | 0+067.934 | 0.007 | 199.338 | 199.347 |
| D | 39+132.269 | -26.227 | 0+064.935 | 0.092 | 199.309 | 199.316 |
| E | 39+135.151 | -25.868 | 0+061.937 | 0.176 | 199.277 | 199.281 |
| ☉ Brg. Pier #1 | 39+138.698 | -25.440 | 0+058.249 | 0.280 | 199.233 | 199.233 |
| F | 39+141.586 | -25.105 | 0+055.250 | 0.365 | 199.194 | 199.199 |
| G | 39+144.476 | -24.781 | 0+052.252 | 0.449 | 199.151 | 199.162 |
| H | 39+147.368 | -24.467 | 0+049.253 | 0.533 | 199.105 | 199.122 |
| I | 39+150.263 | -24.165 | 0+046.254 | 0.618 | 199.058 | 199.079 |
| J | 39+153.159 | -23.874 | 0+043.255 | 0.702 | 199.007 | 199.027 |
| K | 39+156.058 | -23.594 | 0+040.256 | 0.787 | 198.956 | 198.972 |
| L | 39+158.959 | -23.325 | 0+037.258 | 0.871 | 198.904 | 198.913 |
| ☉ Brg. Pier #2 | 39+163.152 | -22.957 | 0+032.925 | 0.993 | 198.828 | 198.828 |
| M | 39+166.058 | -22.715 | 0+029.927 | 1.078 | 198.774 | 198.774 |
| End | 39+168.497 | -22.521 | 0+027.410 | 1.148 | 198.730 | 198.730 |
| N | | | | | | |
| O | | | | | | |
| P | | | | | | |
| Q | | | | | | |
| ☉ Brg. W. Abut. | | | | | | |
| Bk. W. Abut. | | | | | | |

GIRDER #3

| Location | ☉ FAP 310 | | ☉ Ramp D | | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|-----------|--------|------------------------------|--|
| | Station | Offset | Station | Offset | | |
| Bk. E. Abut. | 39+120.541 | -25.481 | 0+076.784 | -2.549 | 199.351 | 199.351 |
| ☉ Brg. E. Abut. | 39+121.497 | -25.375 | 0+075.793 | -2.492 | 199.344 | 199.344 |
| A | 39+124.387 | -25.061 | 0+072.798 | -2.319 | 199.322 | 199.328 |
| B | 39+127.279 | -24.759 | 0+069.803 | -2.147 | 199.297 | 199.306 |
| C | 39+130.174 | -24.467 | 0+066.808 | -1.975 | 199.269 | 199.278 |
| D | 39+133.070 | -24.187 | 0+063.813 | -1.803 | 199.238 | 199.244 |
| E | 39+135.969 | -23.917 | 0+060.817 | -1.630 | 199.209 | 199.209 |
| ☉ Brg. Pier #1 | 39+139.297 | -23.622 | 0+057.381 | -1.433 | 199.162 | 199.162 |
| F | 39+142.199 | -23.376 | 0+054.386 | -1.261 | 199.122 | 199.125 |
| G | 39+145.104 | -23.142 | 0+051.391 | -1.088 | 199.079 | 199.090 |
| H | 39+148.009 | -22.919 | 0+048.396 | -0.916 | 199.036 | 199.052 |
| I | 39+150.917 | -22.707 | 0+045.401 | -0.744 | 198.988 | 199.008 |
| J | 39+153.826 | -22.506 | 0+042.406 | -0.572 | 198.941 | 198.961 |
| K | 39+156.736 | -22.316 | 0+039.411 | -0.400 | 198.892 | 198.906 |
| L | 39+159.648 | -22.137 | 0+036.416 | -0.227 | 198.844 | 198.853 |
| ☉ Brg. Pier #2 | 39+163.531 | -21.917 | 0+032.423 | 0.002 | 198.779 | 198.779 |
| M | 39+166.446 | -21.764 | 0+029.428 | 0.175 | 198.729 | 198.729 |
| N | 39+169.361 | -21.623 | 0+026.433 | 0.347 | 198.679 | 198.679 |
| O | 39+172.278 | -21.493 | 0+023.438 | 0.519 | 198.628 | 198.630 |
| P | 39+175.195 | -21.374 | 0+020.443 | 0.691 | 198.578 | 198.582 |
| Q | 39+178.114 | -21.266 | 0+017.448 | 0.864 | 198.526 | 198.529 |
| ☉ Brg. W. Abut. | 39+181.463 | -21.157 | 0+014.012 | 1.061 | 198.467 | 198.467 |
| Bk. W. Abut. | 39+182.429 | -21.128 | 0+013.020 | 1.118 | 198.450 | 198.450 |

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|----------|-----|
| DESIGNED | ADL |
| CHECKED | WLW |
| DRAWN | KTH |
| CHECKED | WLW |

TOP OF SLAB ELEVATIONS
FAP RTE 310 (IL RTE 255) SB & RAMP D OVER
UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311